reconcile your conscience in wearing such expensive clothes while so many poor are suffering all around you! Why do you not clothe yourself in linsey-woolsey garments? The rich man thinks it over, and next me comes out in a homely suit of linsey-woolsey. Then he nets another hermit. 'A good step, a very wise step, says Mr. Hermit, 'but don't you know, Sir, that you will have to have twenty suits of linsey-woolsey to last a year ! It's more expensive than broadcloth. What you should have is a suit of tanned leather; that will rear forever.' So he gets a suit of tanned leather. Then along comes another of these hermits and says, 'You are trying to avoid extravagance and lead a plain and Godlike life, but you need more light. Why not wear untarned leather, which lasts twice as long and costs only half as much? Then he gods a suit of untanned leather. But up comes another of these long-faced Christians and says, 'Um-m-na a very proper step, Mr. Rich; but—but why did you not, before you put on the suit, citp off the sair!" along comes another of these hermits and says, 'You are

LONDON, Jan. 12 .- A special dispatch from Berlin to The Pali Mali "fazette says: "Prince Bismarck is indisposed and confined to his room. He was unable to attend the Prussian Diet, which was opened by the Emperor in person to-day."

POLITICAL NOTES.

A chromo should be offered for every Republies: signature to a Tilden petition. Another count in Florida! The ballots in

that State ought to have been printed on sheet iron to stand the west and tear of so many countings. There is absolutely no amen from the Democratic press to Mr. Watterson's petition suggestion. If the impression could be circulated that every signer would have an office it Tilden gets in, this lethargy would perceisced by tremendous enthusiasm.

Mr. Benjamin F. Prescott, the Republican nominee for Governor of New-Hampshire, is a native of the state, and is 43 years old. He is a graduate of Dartmouth, has been a lowyer, an editor, and a special agent of the United States Treasury Department.

A new Democratic candidate for the nomination for Governor in Ohio has appeared in the person of Congressman Americus V. Rice. He is a ready talker of more or less weight, and carries with him a mark of henor in the shape of a wooden leg, a testimoutal of valuant service in the war. He has popularity and fit-

The latest move of the Democrats is a general and bitter complaint of the inactivity and lack of force of the members of the party in the House. The party press has broken out with appeals for more earnest action, and makes no scruple of declaring that the mem sction, and makes no sction, and the every turn. This is entirely angust. The trouble with the members is that every way they turn they find themselves hedged in by a wall of the scatter which they can only but their heads.

It seems that the few hundreds of Democrats who met in Ohio and Indiana on Monday were "the people," and that what they said has occated a commotion at Washington. The Tilden Bureau editorial on the subject, which may have been written before the meetings were held, tells us that the Revical conspirators accept the warning, and with "Reneal conspirators accept the warning, and with quaking knees a d trembling hands pause to look about them." Any Republican, therefore, who is discovered in a paised condition at Washington, may be set down as a "conspirator" who is "pausing to look about him."

It is an injustice to Mr. John Y. Foster of Now-Jersey to hold him responsible for the Republican break, which resulted in the organization of the House The men who made it noted on their own responsibility, and they are gentlemen of character enough to bear the responsibility quite well. It seems clear that, if the conhad been prolonged, they would have had several companions in their final action. Dissatisfaction with the Senatorial cialms of West Jersey politicians appears to have been a large element in the movement. The friends of Mr. Halsey dony that he is a candidate for

The number of post-offices would have to be doubled if Tilden should happen to become President. The first thought of ninc-tenths of the Democrats in community the morning after election was "Now I shall be postmaster." A good illustration of this childlike faith is given by a lawyer of Hartford who met a client he had just sided through bankruptey the day that Tilden was thought to be elected. norming," said the client; "a glorious victory this." Yes, indeed it is, Jim," "Ab, Mr. ---, it is a great thing we have done. The first Democratic President in twenty years. I feel happy all over. But," dropping his core to a lew, confidential key, "does ye know the law !" "Oh, yes, I hope so. It's all right." "No. I mean about myself. There's nothing in going through banaraptey that hinders a man from being postmaster, is there !"

Sir Edward Thornton has been obliged to give a lesson in efiquette to a clique of overzealous reformers in Washington. They had taken it upon themsives to abolish the office of President and substitute in place a council, and had written to the English Miner for a detailed statement of the principles of the British Government, with a comparison of its workings with those of the American Government. The reply was as follows: "Gentlemen: In reply to your letter of yesterday's date I must express my regret that it is out of my power to give you details for which you ask. It must indeed be supposed that my duties here are very light if I could find time to write what wantle representations of my power to give you details for which would not be introducing a reform which would, in the end, become a benefit to all chases? Again, in planning that it is out of my power to give you details for which would, in the end, become a benefit to all chases? Again, in planning to plan them as shallow buildings, or blocks run through from street, giving light and air to every room of each flat, or tenement, and divided from ohe another by such streets as above described?" weald require so much thought and labor. As to the relative merits of the governments of the United States and of Great Britain, the question reminds me of the phrase which I had to copy so often whon a boy that comparisons are oddous, and it would libecome Her Majosty's Minister to enter upon the discussion of a question which might lead to such a comparison."

The Hon. B. H. Hill hopes for better times and better politics in the future. He says with much carnestness: "The Republican party has been protecting burglars in the South for 10 years, and every time we complain we are denounced as rebels. I know the honest masses of the Northern Republicans are not guity of these things, and they do not believe their lead ers are guilty. For many years passions have been controlling, and demagagues have been active to keep these passions for their own uses. But I trust these passions will now substile. I trust the time has come when good men at the North will cease to be the dupes, that good men at the South may cease to be the victims, of bad ex transleaders in both sections. We must have wisdom in the head or we shall find no rest for the feet. 'Footsore and weary' with our sectional wanderings, let us all re-turn to the starting point of mutual good will and recip-recal benefits, which alone can form worthy bonds for a free and united people."

Congressman Blair of New-Hampshire is not at all in doubt as to where he stands on the Presidential question. In his speech accepting a renomination on Tuesday he said: "I firmly believe that justice and the compeached and unimpeachable forms of law now monstrate the election of Mr. Hayes; and I see nothing but successful transon, which is revolution, that can prevent his triumphant succession to the Presidency of the United States. To elect a President and then to com-promise away his inauguration under threats of revolu-tion or of violence, or for plunder, or from any cause whatever, is the destruction of constitutional govern-ment. It is the establishment of a precedent which will sholish elections, because, in all future time, fraud and violence before, coupled with noise and threatening after, the decision of the ballot-box, will have only to follow but precedent in order to reverse the decrees of the people at the polls whenever it is more pleasant to incuten rehellion than to acquiesce in the result of the laws of the land."

GENERAL NOTES.

Hart's statue of Henry Clay, which stands in the Capitol grounds at Richmond, is to be repaired. The Metuc has been mutilated by having the fingers of both

The head-lines of the Western press over the little affair in Delaware are fearfully and wonderfully thate. As for the morals that are pointed they pass

The Corcoran Gallery of Art in Washington contains 133 pictures, 19 pieces of marble statuary, 142 plaster casts, 5 bas-reliefs from the frieze of the Partheton, and a large number of bronzes. Over 117,000 per-tons visited the gallery inst year.

The faithful hound keeping watch over the grave of his dead master. One of the local editors in Kansas City exhausted his stock of adjectives over it. Assider local editor sent a reporter to the spot and as-ortained that the trusty animal was chasing a brindle cat around the cemeiory.

The Georgia Railroad Company has decided not to issue "free passes to any editors, agents, or employes of any newspaper, to any member of the Legisla-ture, or official of the State, except the Governor, or to any employe of other railroads, except the general officers, on official business." Why should the Governor tare a free pass 1

At Lexington, Mo., lovers fall out and then fall in again with somebody else, and there is nothing like cowhiding or pistol practice. A young man named Tolbert Hickland was engaged to be married to Miss Panie Jenning, but on the eve of the wedding she closed with another lover and was married at midnight. Mr. Hickland, having made every preparation for the marriage consoled himself by at once transferring his proposal to Miss Alice Haywood, a poor but pretty girl, who lived with the Jennings family. Sue accepted him; there was no delay; they were married the same ovening.

bree proportion of railway accidents, arising from collisions, are due to color-blindness on the part of guards, firvers, signaimen, and others. The idea is justified perhaps by the innumerable cases in which disasters have

been traced to a misconception of signals, green lamps being mistaken for red, and either for white. A similar cause, as is well known, has frequently operated, with identically calamitous results, at sea; ships being con-fused with one another, and beacons of alarm being con-founded with those of safety.

An eminent Chinese official, who was making a special study of international law, sent an order to a Peking bookseller for as many American works on the subject of piracy as could be obtained. He received a large library in the course of time. The books were quite carefully selected, but in two instances the zeal of the publishers outran their discretion. Among the law hooks were three nowels: Scott's "Pirate," G. P. R. James's "The Smuzgier," and "Ouida's" "Under Two Flags," This blunder is as amusing as that of the Edinburgh librarian whose catalogue ran: "Mill on Liberty;" "Ditto on the Floss."

Christmas week was a sorry time in Merrie England and Auld Scotland. There was a hurly-burly of storm, freshet, and thunder; ships foundered and were dashed ashore from the Humber to the Orkneys; the coast was strewn with wrecks, and hundreds of seamen were drowned; a tremendous snowfall that blocked the railroads and highways was followed by rains; then the floods ciapped their hands, embankments were swept away, villages were inundated, sheep and cattle were drowned, and the Winter wheat was destroyed; and while the elements were at war the engines on the railways were running off the track or into one another.

A California traveler, who has been riding brough the mining regions of the Pacific slope, has disvered one of the disciples of Col. Sellers. By the side of a stream there was a log but, and in a potato patch youd it were a woman and five bare-legged children, ail digging for dear life and a cheap breakfast. The dis ciple came to the door, ax in hand, and was only too glad to give the stranger a few points about the mines. "I've got a little mine that beats anything in the Territory. I've got all I want. I'm not working it now, but I reckon I'm worth a million and a haif. Platiny, Sir, platiny. Them's my wife and children, Sir; healthy looking, hey I we're only stopping here for our health, like. Fine air, Sir, fine air; finest in the world, sir. Where is the mine located! Over yonder," and he vagagily swept the horizon with his thumb. "It's kivered up with brush, Sir, new. Needs capital, Sir, to develop it. But I kin command it, I kin. Like yon to see a piece of the ore, Sir. The man down to the toll-gate, he's got some of it. You ask hin, and he'll show you a i'll of rock as is sure ours for sure eyes. You just bet your lite on that. Richest thing in the Territory, Sir. I don't mind listing you I a on an interest, if you've got capital, mind. Capital alone, Sir, can get a foot of that lode. Not that I want to sell; no, Sir! Weil good day, stranger—see you again; you go and look at that rock at the toll-gate; that's all."

A member of the London Stock Exchange to give the stranger a few points about the mines. "I've

A member of the London Stock Exchange came a defaulter in April, 1875, and, on being questioned at a meeting of his Stock Exchange creditors as to the amount of his assets, stated that he had £5,000 at his banker's. He was then required to give up this amount for distribution among his Stock Exchange crediters, and consented to do so. He had been asked whether he had any creditors outside the Stock Exchange, and re-plied that he had "none of any importance." He had received advances to the extent of £100,000 from his father-in-law, and appeared to have imagined that these advances would be re-garded as a gift. Unfortunately, his father-in-law garded as a gift. Unfortunately, his father-in-law instituted proceedings, the result being that the defaulter was adjudicated a bankrupt. The trustees in bankruptey required the Stock Exchange assignees to repay the £5,000 to him. The Registrar decided that the payment of the £5,000 was valid, and against this decision the trustee in bankruptey appealed. The judgment of the court was delivered late in December by Lord Justice James, who said that the trustee in bankruptey was entitled to have the £5,000 refunded, on the broad principle that any cessio bonorum made by an insolvent on the eve of bankruptey for the benefit of some of his creditors was a plain and palpable fraud upon the other creditors It was said that the bankrupt made the psyment for his own benefit, with a view to his being reinstated on the Stock Exchange. In plain language, an insolvent paid mway some of his creditors' money in order to obtain for his eff a comfortable resting place after his bankruptey. away some of his creations moticy in order to obtain for his self a comfortable resting place after his bankruptcy. Some of the creditors, in effect, said to the insolvent, Cheat the rost of your creditors for our benefit and we will, after your bankruptcy, reinstate you as a member of our bedy. The Justice's lorie was wholesome and sound, although it was not swallowed with relish by the members of the exchange.

A writer, who seems to have made the needs of the middle classes in New-York a special study, drops the following limits in a modest circular: "The peculiar evils of the tenoment house system of the upper part of New-York are not due to the limited size or narrow width of the island on which New-York is built, as is generally supposed, nor are they due to overcrowding, but to the inflexible depth of 100 feet each of the uptown lots. The whole of New-York above Fourteenth-st., that is to say four-fifths of the island or more, is laid out in lots all of one uniform depth. These lots are about 100 feet deep each. This is much larger than persons of moderate means can afford to build on. Would it not be well-for owners of real estate to consider whether if would not be to their advantage to run short streets through their property from north to south, say of the width of Jauncey-court, and furnished like that, with gates at the ends, which can be often enough closed to retain a property right in the street! Such a street, like a rife in Paris, could be lighted and kept in order, and phicad by the city, and the lots along its sides could be of such shallow depth as might be found convenient for those desiring lots shallower than the customary depth in the city. Such lots could be leased on ground rent like iots of Columbia College, the Sallors' Sung Harber, &c. Would it not be well for those in charge of the interests of the institations just named, and others like them, to consider whether, by acting on this suggestion, thay would not be introducing a reform which would, in the end, become a benefit to all classes! Again, in planning that caps can afford to build on. Wall it not be well for

COMMERCIAL NOTES.

English manufacturers look with little cordiality on the French Exhibition of 1878. The London papers say " the world is tired of exhibitions." The fact papers say the worm is tired of exhibitions. The fact is they dread another competition with American mann-facturers in the presence of the world. Their defeat at Philadelphia is well understood in Europe, and is hart-ing their foreign trade, and another such at Paris in 1878 would be likely to prove a serious blow to British indus-

The fastest time across the Pacific has been made by the Occidental and Oriental steamship Oceanic. The ship arrived unexpectedly at San Francisco on the 26th ult., fourteen days and fourteen hours from Yokonama, beating by twenty-one hours the time of the City of Peking of the Pacific Mail line, on a recent trip, which of Peking of the Facilic start line, of a recent trip, which up to that time had been the best across the Pacific. The rivalry between these two lines is now being pushed to the extreme, and their steamers are forced to carry freights at rainous prices. Flour is carried at from \$5.50 Mper ton, a rate very much less than from this port to Europe, while the distance and cost of carrying is very much greater. It is becoming a life and death fight between the lines.

The problem in Europe is to get food and employment for a superabundant population. In the new world it is to obtain a population. Australia is the latest bidder for an immigration of stout, honest, industrious people. She has sent \$50,000 to this city to be spent in obtaining emigrents, and a similar amount has gone to England. About half the passage money has gone to England. About and the passage massy will be paid out of this fund, so that transportation will cost adults only about \$40, and children about \$20. About 1,300 people therefore can be taken from this country, and the goed ship N. Boynton, of 1,300 tons capacity, will sail from the East River with the dist lot on Feb. 1. It is doubtful whether a citizen of the United States will do before in the long run by going to Australia than by regulating here, where, after the Presidential than by regulating here, where, after the Presidential countries of the States will do better in the long run trains than by remaining here, where, after the Presidential than by remaining here, where, after the Presidential question is settled, inhor is certain to be again in demand. Still, industrious men will do well in Australia, and the movement to get them there will be looked upon and the movement to get them there will be looked upon with interest by all those who appreciate the value to commerce by the growth of an American sentiment in the lands of the Antipodes.

It is a noticeable fact that the industries having a good export trade are now the busiest. Among manufacturers of agricultural implements, rifles, and hardware there is a degree of activity in marked contrast with the duliness which prevails among blast furnaces. The cotton exportation is extending to all parts of the world, including India, an old market of American cotton, Africa, and South American countries, and it is cotton. Africa, and South American countries, and it is crowing rapidly. From New-York there were exported in 1876 as many as 74,456 packages, against 41,008 in 1875, the average of the five preceding years being 145-581 packages. Boston is also exporting freely. The result is that the cotton mills have received a wonderful jog, and some few of those in New-England were, in December, obliged to run on extra time. Exportation of leather goods is increasing, and that of leather, a new feature, is now marked. The business has been stimulated, and idle factories of boots and shoes are starting up in consequence of contracts for the foreign trade. The paper manufacturers are also doing well. He is a dull mill owner who cannot read the lesson this teachers.

Paper and paper-hangings are going abroad in a lively manner. The two agents sent abroad last Summer to canvass for their sale have met with a degree of success which must prove an incentive to efforts in the same direction by other trades. Nearly a hundred tons of papers, varying in quality from cheap straw to fine ledger, have been sent to England in spite of the derision of British newspapers and the opposition of the dealers. The ability of the United States to export this line of goods in competition with its principal rival is established. The agent in England has just returned to this country, but he has left matters in a satisfactory shape, and the export will continue. He says it is possible to send paper-hangings to England also, but can-vassing must begin earlier; the trade for 1877 in that quarter is over. The South American agent is having good luck in the sale of hangings. His orders from points on the west coass are large. He writes that more direct communication with New-York is essential to a large sale of papers, because the freights from Eogland are at present muon cheaper; but hangings can be sold in spite of drawbacks. Meanwhile the regular export of these two kinds of goods is steadily increasing. of British newspapers and the opposition of the dealers.

TRIBUTE TO MAYOR WICKHAM

HIS ADMINISTRATION APPROVED.

ROMINENT CITIZENS OF BOTH PARTIES UNITING IN A PUBLIC DINNER IN HIS HONOR-ADDRESSES BY S. D. BABCOCK, EX-MAYOR WICKHAM, MAYOR ELY, DR. ADAMS, WILLIAM E. DODGE, CHAUNCEY

M. DEPEW, AND OTHERS. Ex-Mayor Wickham was honored with a complimentary dinner last evening at Delmonico's. While a majority of those present were his Democratic friends, the presence of many influential Repubbeans confirmed the intention to make the tribute purely civic in sentiment and non-partisan. The official and commercial life and the higher professional and social classes of the metropolis were well represented. Samuel D. Babcock, President of the Chamber of Commerce, presided, and toasts were responded to by ex-Mayor Wickham, Mayor Ely, the Rev. Dr. William Adams, William E. Dodge, Judge Brady, James S. Thayer, Erastus Broeks, and Chauncey M. Depew.

THE GUESTS AND THE SPEECHES. Rarely has a retiring Mayor been welcomed to private life by such a mark of general favor and honor as was accorded last evening to William H. Wickham. The dinner was especially a tribute of Mr. Wickham's political friends to his two year's administration of the city government in a time of financial distress and Demo cratic discord, but the number and prominence of the Republicans present attested to the interest felt by all good citizens in the right-conduct of municipal affairs, regardless of political sentiments. The clerky and secular professions, and commerce, the foremost interest of the metropolis, had their due representation.

At the table with Samuel D. Babcock, who presided, were seated ox-Mayor Wickham, the guest of the evening: Mayor Ely, the Rev. Dr. E. A. Washburn, the Rev. Dr. Wm. Adams, the Rev. Dr. S. I. Prime, Wm. E. Dodge, Commodore Nicholson, ex-Gov. John T. Hoffman, Judge John R. Brudy, James M. Brown, Chauncey M. Depew, and David M. Stone. Among the others present were John Kelly, George H. Anderson, J. Nelson Tappan, Alian Campbell, Thomas S. Brennan, Wm. C. D. C. Calvin, Charles Watrous, Samuel A. Lewis, John T. Agnew, August Belmont, Wilson G. Hunt, Edward Cooper, J. Seligman, Franklin Allen, J. D. Vermilye, W. H. Appleton, Gen. W. F. Smith, D. W. C. Wheeler, H. G. Stebbins, Appleton. Morris K. Jesup, Salem H. Wales, Jacob A. Westervelt, D. G. Bollins, Gen. C. A. Arthur, H. E. Howland, Russell Sage, W. H. Guion, J. L. Mott, J. B. Erhardt, S. P. Nichols, Sinclair Tonsey, Howard Potter, H. F. Dimock, Benjamin K. Phelps, William C. Whitney, Peter Cooper Thomas Cooper Campbell, Peter B. Olney, Ashbet Greet Everett P. Wheeler, Austin Flint, jr., A. S. Sullivan, William Wood, Ellhu Root, Judge Freedman, Judge Dopobne, Judge Davis, Judge Barrett, Augustus Schell, Jackson S. Schultz, Henry A. Gumbleton, Bernard Rielly, J. M. Patterson, jr., and Barton N. Harrison.

ADDRESS OF SAMUEL D. BARCOCK. The speaking was begun by Samuel D. Babcock, who

We are met here to-night to de honor to one whose political coreer for the time being has closed, but whose remains are with us still. [Laughter.] I am not as familiar as many gentlemen present with the section of the Mayor during the two years he held the office, but the memorandum made for me says that shortly after he assumed the duties of his office and when he nonlinated the heads of departments his candidates were at once confirmed, and the thanks of the Board of Aldermen were sent to him because of the Board of Aldermen were sent to him because of the excellence of his appointments. Mayor Wickham was also a firm advocate of ranid transit. I don't see a man around those tables to night who would give such a thing as rapid transit any consideration whatever. [Laughter.] The tax-payers of New-York owe Mayor Wickham a debt of gratifude for his manly and independent course. [Applause, I do not consider that his political career is ended. We all look forward to a political miliculum, when public officers will excress their duties for the good of the community; and then if he should be a candidate he would be elected by a larger majority than he ever received. Especially if the right of suffrage were given to women. [Applause.] I do not thus there would be a petitical in the ranks of the opposition. We are met here to-night to de honor to one whose

ADDRESS OF EX-MAYOR GICKHAM. The first toast was "Ex-Mayor Wickham," and the recipient of the honors of the evening, after three hearty cheers had been given, responded as follows; MR. CHAIRMAN AND GENTLEMES : For the labors and

Mr. Chairman and Gentlemen: For the inters and duties that have devolved upon me if the city Government during the ast two years, I am more than repeated by the kimil greeting of this evening, for I am sure it comes as directly from your hearts as it goes straight to mine. [Appiause,] The complimentary manner in which you, Sir, have given expression to the good will of my fellow-citizens adds to the satisfaction I feel in the honor that is paid to me this evening. My purpose, when I assumed the duties of Mayor, was plain and simple. It was within the limited sphere of the power granted under the city charter to give an honest and economical government. The Mayor of this city, though by the charter held responsible for its good government, in himself possesses so little power that if credit is to be given for the condition of our affairs at this time, it is due in a great measure to the cooperation and good endeavors of those whom it has been my privilege to have associated with me in its government. To them, equally with myself, is the credit due for the present inarroved condition of municipal affairs. I have aimed at all times, so are with transpired to the condition of municipal affairs. me in its government. To them, equally with myself, is the cresh due for the present improved condition of municipal affairs. I have aimed at all times, so har as was within my power, to set with them. If there have been irreconcilable elements, they were not of my creating, but the legacles of other times. Wherever it has devolved upon me to appoint the heads of departments I have been guided by a desire to select the best and most competent mea, independent of all personal considerations, and in every instance the office has sought the man, and not the man the office. [Applause.] And I feet therefore that I should be doing not only royself but them injustice if I did not upon this occasion share with my late associates any credit that may be due for the present improved condition of our moneighal government, and also avail myself of this public opportunity to return to them my hearty acknowledgments for the faithful manner in which they have discharged their varied trusts, and for the willing cooperation which they have always extended to me.

But yet, gentlemen, with good and competent men in every department, actuated with an honest desire to live you an economical government, and, if possible, to re-

every department, actuated with an agnest desire to live you an economical government, and, if possible, to re-duce the encrops taxation under which you now suffer, so long as the power is vested in the Legislature, of the State to give unlimited authority to issue bonds for pub-lic improvements not asked for or needed, to regulate salaries and comp I appropriations for various objects, State to give untimited attending to issue bonds for public improvements not assed for or needed, to regulate salaries and comp I appropriations for various objects, there is no limit to the taxation that may be imposed upon ton. A great potten of the heavy burden of debt under which this city now suffers has been imposed upon it, not at the desire or request of the citizens, but by schemes of plunder planned by designing men here, and concumunated at Albany. The Constitution wheely limits the power of the Lexislature ov r the expenditure for public improvements in the State, and for those whole some restraints the Legislature in times past seems to have taken revenue by excretising an unlimited heense in fastening burdens upon the City of New-York. May we not hope that the remedy for these evils is close at band, and that the able commission who for mearly two years past have find the subject of a form of municipal government under discussion will soon make a teasit to the Legislature of a plan which will give permanent relief to our city and secure to us the great boon of local self-government and home rule!

But I should depart from the proprieties of this occasion if I should detain you longer. To be honored as you

But I should depart from the proprieties of this occa-sion if I should detain you longer. To be honored as you have honored me by your presence to-night is something that will be remembered by me while life lasts; and for this expression of your confidence and approval I can only say I tiank you. I bespeak for my successor your hearry support. He brings to the discharge of his duties great ability and long experience in public affairs. His opportunity is great, and I have no doubt his success will be signal; and may I, Mr. Chairman, assume for this ones the prerogative of your office, and in your stead propose the next regular toast, "The City of New-York," and introduce its Mayor, Smith Ely.

ADDRESS OF MAYOR ELY.

Hearty cheers were given for Mayor Ely, who said that he did not think that the toast needed any response, for nothing could be said in laudation of this city which would be new to any one present. The great pride and honor of a city did not consist in its temples or its monuments so much as in the integrity and intelligence of its

copie.

The third regular tenst of the evening-"The Public Charities of New-York "-was responded to by the Rev. Dr. William Adams.

ADDRESS OF WILLIAM E. DODGE. In introducing William E. Dodge to respond to the toast, "The Commerce of New-York," the Chairman referred to his long and honorable career as a merchant,

and his commendable course as the former President of

the Chamber of Commerce. Mr. Dodge said;

Mr. Prisstoent: You ask me to respond to the tonat.

"The Commerce of New-York," and I presume you expect me to do it in about ten minutes. It i am to take the gloomy view we hear so often expressed in these days of general depression of trade, I could arswer in less than that time; but having been actively connected with the commerce of New York for the past had contury, and knowing its vast expansion, and having full confidence in its future, I could fill an hour with my impressions of its past, present and prospective crowth, but I will only take a hasty glance. New-York has long been and will continue the commercial center of this continent, and will beyond all doubt be its financial city. Did we have nothing better than the gloomy croaking of these who is watching the growth of other cities can see nothing but run to our own, we might conclude that we were ere long to become only a second or third rate city. But fortunately we have carefully prepared statistics, and with them can compare the amount of business in some departments of commerce with those other cities of whose growth we hear so much. For instance, the total imports of the country for the fiscal year ending June 1 hast were \$565,000,000, of which there was received at New York \$300,000,000 Chicago, that is Philadelpha \$300,000 choice to the real country for the particular and the production of the country for the fiscal year ending June 1 hast were \$600,000 to the particular and the production of the country for the fiscal year ending June 1 hast were \$600,000 to the particular and the production of the country for the fiscal year ending June 1 hast were \$600,000 to the particular and the particular and the production of the country for the fiscal year ending June 1 hast were the production of the country for the fiscal year ending June 1 hast were the production of the country for the fiscal year ending June 1 hast were the production of the country for the fiscal year ending June 1 hast were the prod the Chamber of Commerce. Mr. Dodge said :

DUTIES COLLECTED ON THE ABOVE. New York \$107,000,000 | Boston \$11,000,000 | Philadelphia 8,000,000 | Chicago 17,000 | Baltimoro 6,000,000 |

sessments and taxes, has absolutely in many cases ruined the owners, while the commercial portions of the city. Our wharves and streets in the lower parts of the city have been in many cases left to decay, and the streets near the docks and piers, where there is the greatest preas of business, have been given over to street passenger reliways, and with the double tracks render the approach of carrisses and carts in receiving or delivering goods has made our port the most expensive and inconvenient of any of those named, while none of them can begin to compare with us in the natural advantages and great lengths of docks on both sides of the city. It is a fact that those who do the business and pay the enormous taxes of the city have very little to say or do in providing the necessary conveniences for its increasing commerce, and unless there can be a change in this respect, and the merchants and property-holders will give proper attention to the City Government, is place of leaving it all to the management of mere selfish politicians, the time may come when New-York will iose her prond position as the first channercal city of the New World. But, fellow-citizens, may we not hope that there is for us a bright future! Our honored gnest of the evening has done amid all the difficulties that surrounded him much to mangal rate a change in this direction, and shown a wase appreciation of the demands of commerce, and cooperated with those who have laid it in hand, and we are here to show our appreciation of his efforts, and his mantle has fallen on a gentleman who fully understands, and, I doubt not, will be ready to do all in his power in making this truly the commercial metropolis.

After responses by Judge Brady for the Judiciary, by

this truly the commercial metropolis.

After responses by Judge Brady for the Judiciary, by James 8. Thayer for Public Schools and Colleges, and by Erastus Brooks for the Press, Chauncey M. Depew made the closing speech. He referred in a humorous vein to his campaign on the Liberal platform in Maine in 1872. When Mr. Wickham was elected Mayor he 1872. When Mr. Wickham was elected Mayor he said it was difficult to tell what his (the speaker's) politics were, but recently he had been a stanch Republican. He continued: "There is no man in New-York to whom I can give a more hearifelt tribute of respect and gratitude than to ex-Mayor Wickham. As a Republican I say that he has held one of the most difficult and responsible places in the United States, and he deserves all the praise that can be accorded to him."

is company parted after giving three cheers for the

PUBLIC OPINION.

In order to carry in Mr. Tilden it is necessary for Congress to lay violent hands on the Consutu-tion, back it up by threats of force, and yell fraud all the time.—[Cincimnati Commercial (Ind.)

It is generally conceded, now that the returns are all in, that the Democratic sth of January con-ventions were flat failures. It is hard to find a Demo-crat of standing who is willing to admit that he attended. —(Cincinnati Gazette (Rep.) While our Democratic friends are talking about

the Senate assuming to act as a returning board for the whole nation, it may be well to ask if it is desirable that the House should constitute itself such a body and take upon itself such offices.—(Baltimore American (Rep.) Longstreet is trying to hedge. It is said that he has come out for Nicholls for Governor, ostensibly on account of his dislike of Packard, but really because of remorse and repentance. No ordinary cleaning will purge Longstreet, however. We donot whether even scraping will do it.—[Cleveland Plaindealer (Dem.)

If war should come, and you want a safe At war should come, and you want a safe place, far in the rear, culist in the companies raised by the men who yearn for a chance to seek glory at the cannon's mouth. During the late unpleasantaces most of them learned lessons in the sublime act of keeping out of harm's way that will prove invaluable in an other struggle. "Jine" those companies.—[Memphis Avalanche Ind.)

In this political crisis protests, resolutions, and all that are periocity useless. There must be something more. Great, and through him, his adherents, must be given to fully understand that behind these resolutions is the physical power to enforce them. Otherwise, Mr. Grant will regard these public attenuess precisely as his fellow-butchous do the blacking of a sleen which they are about to make over into matten.—[Chicago Tross (Jenn.)] Times (Dem.)

RECENT OPINIONS OF THE PRESS.

THE NEW-YORK TRIBUNE is correctly styled "the leading American newspaper," and it is unnecessary that we should commend the paper to our readers as one worthy their confidence and support. Its excellences are everywhere known and everywhere admired, as its mercasing circulation and widening influence amply attest. During the political campaign last Fall The Tribune did yourned service for the Republican cause, and continues to be an able, efficient, and fearless advocate of what it believes to be the right. We know of no paper either East or West that deserves a warmer welcome in the office, the shop, the containg-room, or at the home fireside. It is one of the indispensables of The Nonparcit office, as it must be of every home and business place into which it once finds its way.

From The Presion (Minn.) Republican. THE NEW-YORK TRIBUNE is correctly styled

THE NEW-YORK TRIBUNE is one of the ablest THE NEW-YORK TEIBLINE is one of the ablest and most reliable of American newspapers. It has not none of its interest by the death of Mr. Greeley, but continues in the same line of usefulness and bears the same resemblance as when his master hand guided its destines. We advise our readers, or as many as do not take it, to become subscribers at once, and thereby secure a continual feast of good timus.

From The Eigen (III.) Advocate.

To those who desire to take a New-York papers either daily new weekly, we must hear thy recom-

10 those who desire to most hearthy recom-paper, either daily or weekly, we most hearthy recom-land THÉ TRIBENE as the best and most reliable. It is entirely void of sensationalism, which is characteristic of too many of the daily papers. The TRIBENE is ably edited in every department, and is worthy of the confi-

From The St. Cloud (Minn.) Journal Press.

NEW-YORK TRIBUNE Well merits it THE NEW-YORK TRIBUNE well merits its claim to being "the leading American newspaper." In all that pertains to giving the best thoughts of our ablest men, to reporting the progress of science and literature, and to reflecting the outlare of the times, it is without a rival in this contriv. In political matters, while firmly Republican, its discussions are marked by candor, fairness, and good temper, while its columns are open to the presentation of all shades of opinions, and one may read to-day a letter from Gov. Chamberlain and to-morrow a letter from Wade Hampton or Senator Gordon. No other paper in the United States is so widely and frequently quoted from. While always good, its superiority is the more noticeable whom such an occasion as the Centennial Exhibition calls for a special display of enterprise. In point of editorial ability and otherwise The Tarbusk is unquestionably the leading newspaper of this country, and every family in the land should have some one of its colitions. THE

cditions.

From The Monongahela City (Prnn.) Republican.

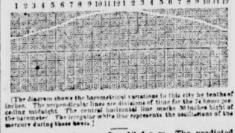
We think THE WELKLY TRIBUNE the most instructive and attractive newspaper published in the United States. It contains the leading from this of states mea, soldiers and scholars, novelists, and poets, and is men, soldiers and scholars, novelists, and complete in all the varied departments of paper.

MIDNIGHT WEATHER REPORT.

INDICATIONS.

For the Middle States, falling temperature For the Middle States, faining temperature followed by rising borometer, winds saffting to coater westerly, except higher temperature in New York, light show and rain, succeeded by clearing weather. In New England, falling followed by rising barometer, easterly to southerly winds shifting to wisterly, rising temperature and snow, clearing away during the afternoon or night.

TRIBUNE LOCAL OBSERVATIONS. Morning. Noon. Night.



THE TRIBUNE OFFICE, Jan. 13, 1 a. m.—The predicted store of mingled anow and rain yesterday began late in the day, as if in accordance with this Winter's rule of bad weather at the close of the week. The air-pressure, which had been previously rising, started on a decline just before the snew-fail. Temperature has considerably fallen, and is likely to go lower with the clearing weather

Fulien, and is likely to go lower with the clearing weather following the storm.

For this city and vicinity, clearing, succeeded by clear weather may be expected to-day, and a quite clear or lightly clouded sky to-morrow. To-day will probably be much coller than yesterday, but on Sunday the cold is likely to moderate.

THE NEW U. S. DISTRICT-ATTORNEY. It is understood that Stewart L. Woodford, when he assumes the office of United States District-Attorney, will appoint as ble free assistant Franklia A. Paddock of this sity, who was pressed for the place but who withdrew his name a few days ago. It is stated on excellent authority that the President said last Wednesday that he had determined to appoint ex-Judge Dittenhoefer as Mr. Bliss's successor. Judge Dittenhoefer's defeat was due to unexpected political meneuvers.

Mouristown, N. J., Jan. 12.—Orders were re-ceived here last night to unconditionally release from just John H. Tailmadge, confined here for defrauding the Consoli-dated Bank of a saada out of \$16,000.

RAILWAY DISASTERS.

LETTER FROM C. F. ADAMS, JR. A NATIONAL BUREAU OF STATISTICS NEEDED-ITS SERVICE IN AVOIDING ACCIDENTS.

To the Editor of The Tribune. Sin: The inclosed open letter to Gen. Garfield speaks for itself. I hope for the object's sake I have in view you will give it a prominent position and an editorial backing. Very truly, &c.

C. F. ADAMS, JR. Boston, Jan. 9, 1877.

The Hon. JAMES A. GARFIELD, M. C., Washington. MY DEAR SIR: You, I believe, represent the Ashtabula district in Congress. For this reason, and this reason only. I apply directly and personally to you in the hope by so doing of securing some good public results from the deaths of the hundred victims of the recent Ashtabula railroad accident. As respects the number of those killed it leads. I believe, the whole ghastly record. Before its details, then, wholly disappear from the press, and the impression made by it from the public mind, I wish to call attention to one great want which it revealed in our public system. All the world in America travels, and the traveling is necessarily done by rail. In that way the intercourse, as well as the commerce between the States of the Union is kept up. Now it is perfectly true that this travol is wonderfully secure-not, taking the Union as a whole, so secure as it is in Europe, but still its security is marvelous. Allowing all credit to those to whom credit is due on this account, it still remains true that during the last four years there have been, upon an average, 1.100 reported railroad accidents a year, resulting in the death of 250 persons, and the injury of 1,000 persons, a mually. There, also, are the cases of accidents, deaths, and injuries which we know of, without any system of official reports. How many more have occurred, of which no record has been made, we have no means of ascertaining. Now, very likely it may be said that this is not a large price on human life and limb to pay for such an enormous amount of transportation at such a great rate of speed. This may well be so; and yet, unquestionably, even this mount would admit of great reduction. It can, however, be reduced only by a careful study of its causes and by distinctly placing the responsibility for each accident test where it belongs. In the case of the Ashtabula accident, for instance, the

railroad company can and probably will investigate it theroughly in its own interest. The public cannot. It has no machinery better than a "crowner's 'quest" for doing so. Yet in this matter the interest of the public and the interest of the corporation are far from identical. In a case of manufaughter we do not generally leave the investigation into the circumstances wholly in the hands of those responsible for the killing. Practically this is exactly what we habitually do in this country when the killing is done by a railroad company. Here in Massa-chusetts every railroad accident which occurs is at once investigated by the Railroad Commissioners, and if it presents any features of importance a formal report upon it is published. These reports always specify exactly how and why the accident occurred, and whe, if any one, was responsible for it. The annual report of the board for the last year will include eight of these special reports, each one of which closes with a distinct statement that "this ccident was due" to such and such causes. The board is a special tribunal to conduct inquests in the case of accidents on railroads. This matter, however, is one which does not belong to

the States, and it includes a duty which the States canot possibly fulfill. It is an incident to commerce between the states. Its dangers are like those connected with river or coastwise navigation, and the National Government should take cognizance of them. Will not you, therefore, take the matter up, and see to it that some neasure is introduced into Congress which will place it on a proper basis ! Nothing radical is needed. Congress need not assume any new power, nor do anything even looking toward general railroad legislation. The occasion does not call, and no one asks for that legislative nuisance, a "comprehensive" measure. All that is necessary is that provision should be made in connection with the Department of the Interior for a bureau of railroad statistics. It should include two officers, the one an accountant and statistician, the other a railroad expert and engineer. The first should collect and put in shape for reference the vast amount of information connected with the interior commerce of the country, which is now practically inaccessible. The last should make a study of all railroad accidents, and himself specially investigate those which present unusual features, or the cause of which is difficult of accertamment. The public would then know what the railroad computes are now under the strongest inducement to keep to themselves. In the first place, it would know-what now it does not-how many railroad accidents take place, and how many lives are lost or injuries sustained in them. In Great Britain last year-earrying on their railroads at least twice as many travelers as we did on ours-they reported but 17 passengers killed. No one can say how many were killed during the same time in this country-probably 10 times 17. But apart from mere statistics, we should then know to what causes-whether carelessness, or defective material, or imperfect appliances, or poor construction, or natural agencies—each disaster was due. The experience of one railroad would be made the experience of all. Now each official is limited to his own narrow range of observation. Finally, and most important of all, through such an agency the use of improved app could be hastened. An official report stating with unpleasant precision the conclusion that "this disaster would not have occurred had the train been equipped" with some well known appliance-this conclusion exer cises a wonderfully quickening influence on every rail road official who reads it. It is a form of words, also, which would often have to be used. The lives jost at Ashtabula will not have been thrown

away if, through you, they should arouse Congress to a sense of the propriety of creating some machinery through which other and similar holocausts may be intelligently investigated. I feel very confident that if you would introduce and now urge forward the neces-sary measure to bring that about, you would satisfy a strongly feit public demand, and the law could be passed with opposition from no one. With great respect, &c., CHARLES F. ADAMS, jr. Roston, Jan. 9, 1877.

RAILWAY BRIDGES NOT TESTED RIGHTLY. TIGHTENING NUTS IN SUMMER-CONSEQUENCES WHICH FOLLOW IN WINTER. To the Editor of The Tribune.
SIR: It is undoubtedly true that metals are

as strong in Winter as in Summer. But it is also true that if an iron rod, while warm, be subjected to great tensile strain and then, without relieving that strain, the rod be cooled only a few degrees, the contractile force may approach and even exceed the strength of the material and rupture take place. Now railway bridges are usually examined in Summer and all loose nuts care fully tightened. Comparatively few mechanics intrusted with such work appreciate the importance of exercising both care and intelligence in so adjusting these nuts as to distribute the strains proportionately among the sav-

both care and intelligence in so adjusting these nuts as to distribute the strains proportionately among the several parts. It is common to seriew in every nut as tightly as possible, and in this way a great strain is often thrown upon a few rods, which, when they come to cool from pechaps 90° to zero, need only the jar and weight of a railway train to break them.

The real cause of the disaster at Ashtabula may never be positively ascertained, but it is very probable that the strong arm of some workman sweating under a midsummer sun, thattening loose nuts, had much to do with it. Compared with some of the cat's-cradic bridges on some of the newer railways, the Ashtabula bridge seems, from the accounts given of it, to have been a good structure. It seems to have withstood a very fair test when it was new, and certainly its strength caunot have been much impaired by age. If so generally approved a truss, recently built and thoroughly tested, has failed, it would seem of the highest importance not to be satisfied with the ordinary testing applied to a new structure, but to test from time to time bridges that have been used for some years, and particularly to make such tests after tension-rod nuts have been inglitered, and especially in cold weather. It would certainly be better to break down a tow weak bridges with car-loads of pig-iron rather than with sleeping coaches full of passengers.

Elej Zing, N. I., Jan. 1, 1877.

ANOTHER EXPLANATION. CARS RUN ON TRACES WITH TWO INCHES VARIA-TION IN GAUGE-INCREASED MOMENTUM RESULT-

tNG. To the Editor of The Tribune:

SIR: The gauge of the New-York Central Road is, I am informed, four feet eight inches; the gauge of the Lake Shore four feet ten inches. Some of the same cars and trucks are run over both roads. In order to accommodate the difference in gauge the face of the wheels of such ears are made wider than ordinary carwhe is, the flanges of the wheels being the same distance spart. Such cars have therefore two luches more room in which to play from side to side. Most of your readers have observed an express train approaching at full speed, how it bounds and sways and springs from side to

side, as if every moment the engine would jump the

track; riding on a locomotive this is especially apparent.

In crossing a bridge one notices that there is less jarring

In crossing a bridge one notices that there is less jarring and joiting, and that the cars move more smoothly, which is caused by the ordige having a spring and giving way to the presente and springing of the cars.

In it not the first the greater the distance is between the rails the greater play the cars have; that in bounding from a dailed, and a greater liability exists to the cars jumping from the track. The fact of this increased liability added to the fact of the natural springing of the bridges when passing them may possibly account for some of the coincidents of these horritie disasters.

have heard it estimated that the Angola disaster cost the company \$5,00,000, and that the Ashtabula dienster will cost the company \$1,000,000. If the difference in gauge has had anything to do with these terrible catastroples in a pecuniary point of view, would it not be economy for the company to change its gau c and make it conform to that of the New-York Central.

Cutten, N. Y., Jan. 8, 1877.

WHY DID THE BRIDGE GIVE WAY!

To the Editor of The Tribune. Sin: Are the proper means being taken to ascertain the cause of the fall of the Ashtabula bridge! I, for one, would like to know why the bridge gave way, I, for one, would like to know we take single gave and hope this matter—the most important in the prevention of a repetition elsewhere—will not be lost sight of. The testimony of disinferested experts will alone be satisfactory, and is it to be thus investigated † J. C. S. New-Fork, Jan. S. 1877.

A lady of a religious turn of mind residing A lady of a religious turn of mind residing in the country was auxious to present her nephow who was going to sea with some slight testimony of her affection, and decided, if she could obtain it, to give him a pious work, known as "The Companion to the Altar." But the nearest town was nine mines off, so she walked over to the neighboring village and majured for the work at the general shop, which comoined groceries, haberdashery, and the post-office, with a little hook-selling. The proprietor replied that he thought he possessed the book, but after running his finger along his shelf he turned round and said, "I am sorry to say that I have not got it, madain; but here is a work of the same class, the 'Guide to Courtship and Marriage,' If that will suit you."

REYNIER'S FRENCH DOGSKIN GLOVES for genthemen are the best, because they are perfect in fit and give solid, good wear. Each genuine pair must bear the stamp REYYIEE. For sale in all Gontlemen's Furnishing

Sweetly a poetess sings:

"There's none
In this cold and hollow world, no fount
Of deet, strong, deathless love, save that within
A mother's oreast."
It is not possible newedays for this love to show itself better
than by diessing her offspring with the use of B. T. Halbitt's
TOHLET SOAP. Its components are the pure, sweet vegetable
oils that need no artificial scenaring; and itselfset on the skin
is velvet-like. A new desight is now added to tollet and bath,

LATEST SHIP NEWS.

[For other Ship News see Fifth Page.]

Schr. Louisa Wilson, Crowell, Ellsworth, with staves; is bound to Sing Sing.

James H. Deputy, Baltimor , Sea Brd. Providence.

Sarah S. Trier, Providence.

M. H. Miller, B. ston.
Conly Son, Providence.

Eliza Pharo, New London.

DISASTERS. London, Jan. 12.—The Proventia, from Bromen for New-York, has been wrecked on Kentlah Knock. Her crow word saved.

PORTLAND, Me., Jan. 12.—The back Selina went ashore above Cushing's Island last night. The cotter ballas went down at mininght, but postponed action until high tide this morning.

FORTHERS MONROS, Jan. 12.—The bark Ada Carter, which arrived here to-day from Navassa, experienced very heavy weather, and is a complete wrock. She cannot proceed any further.

HALIPAX Jan. 12—The atenuship Goorge Cromwell, wi sailed hence for St. Johns, N. F., on the 3d ines, has not arrived there. The solar Annie B., which sailed from 50 Dec. S for this port, has not since been board from.

POSTLAND, Me., Jan 12 - Arrivet 11th, schr. Canton, from South Amboy. Cleared 11th, schr. Albert Clarence, for South Amboy. Cleared 11th, schr. Albert Chreece, N. Virginia.

JACKSONVILER, Pla., Jan. 12.—Arrived, schr. Lena Broed, from St. Kitta. Cleared, sebr. Index, for Matanasa.

Wildmortos, N. C., Jan. 12.—Arrived, shrr. Carin. (Swed.), from Dunkith; brig Birsk (Br.), from Liverpool.

Montie, Jan. 12.—Arrived, ships Quern and Alpha, from Liverpool; bark Ephraim Williams, from New-York. Cleared, schrs. Elizabeth S. Lea and Wapolia.

PHILADELPHA, Jan. 12.—Cleared, steamships Wyoming, for Savannah, and Roman for Buston; barks Scud, for Laguayra; Gao, Washington, for Limerick.

Savannah, and Roman for Boaton; barks Soud, for Laguayra;
Gao, Washington, for Limerick.
Boston, Jan. 12.—Arrived, steamship Neptune, from New
York; brig Florence, from Mobble solr. H. M. Buel, from
Caurieston, Cleared, steamships Minnesota, for Laverpool,
and Normae, for Philadephia; bark R. A. Allen, for Matanzas, brigs Mariposa, for caroeinas, and T. Rennes, for Natal,
via Port Elbandeth, edits. Abide Burdey, for Chentucogus;
John C. Sweeney, for Matan-zas, and J. W. Drury, for Cadix,
Baltimore, Jan. 12.—Cleared, barks Edina (ar.), for Dublin,
and Libero, for Queenslown,
CHARLESTON, Jan. 12.—Arrived, steamship Lucdic, from
Baltimore; barks Erling, from Exmouth; Lindola, from
Savannah; Excelsion, from Londonderly; B. Hilton, from
Savannah, Salied, bark Alua, for Liverpool.
Pour Royal, S. C., Jan. 12.—Arrived, schr. Daniel Brittain,
from Baltimore.

from Battimers.

New-OHLEASS, Jan. 12.—Cleared, ship Sumaria, for Liver-peel; barks Castor, for Havro; Fama, for pantander. Passes—Arrived, ships Arbenba, from Greenock; Tewksbury, from Liverpool.

MISCELLANEOUS.

PHILADELPHIA, Jan. 12.—The brig Meses Day, from St. Thomas, which was asfore two miles south of Cape Hendelpe, was got off this morning and towed to Deaware Ereaswater. New HAYEN, Jan. 12.—The propeller Cora Staples, which was ordered to the assistance of the standalp Newport, grounded in this harbor, reached this pert Thursday avening from Fail River. This morning at high tide, assisted by two New York tug-boats, she attempted to pull the Newport into deep water without success.

Parker's Hair Balsam is the best and cleanest prepara-tion ever made for restoring Gray Hair to its original color, and for renewing its life and boarty. It removes bandruft and stops the hair falling. It is entirely harmless and free from the bapure ingredients that render many other prepara-

EADIT GARRETSON—At Port Richmond, S. I., on Jose 11, by Rev. James Brownles, D. D., John H. Eadie to Sorah

GAITEMBER.

SHAY-PEACOCK—On Thursday, Jan. 11, 1877, at the residence of the bride's father, by the Rev. A. H. Partridge, William T. Shay to Annie E. Seymour, eldest daughter of Thomas B. Peacock, all of Brooklyn, E. D., and granddaughter of John Perry, esq., of Swiss House, Battle, England. No cards. cards. English papers please copy. SPERRY-MARCY-At Annapolis, Md., Jan. 11, by the Rev. W. S. Southgate, Lieut, C. S. Sperry, U. S. N., to Edith

WASHBURN-CATLIN-At Vineya'd Haven, Mass., on Thursday, Jan. 11, by the Rev. D. W. Stevens, Lansing C. Washburn to Martan Gray, only daughter of the late Kon. Alexander W. Bradford.

All Notices of Marriages must be indorsed with full name and address.

DIED.

BESSON-On Thursday morning. Jan. 11, 1877, after a brief illness, Rebocca Jane, wife of Jeromiah Besson, in the 57th BESSON—On Thursday morning. Jan. 11, 1877, after a brief illness, Rebocca Jane, wife of Jeromiah Besson, in the 57th year of her age. Relatives and friends of the family are invited to attend the numeral, from her late residence, No. 164 West One-hundred and twenty-fifthest, on Saturday, Jan. 13, at 1 o'clock. BRODHEAD At the Delaware Water Gap. Ponn. on the morning of the 11th inst. after a lingering illness, becomera, wife of i. W. Brodhead, in the 49th year of her age. The relatives and friends of the family are invited to attend the function on Monday, Jan. 15, at 2 p. m.

the function of Monday, Jan. 10, at 2p. m.

DEAN-On Thursday, 11th inst., John M., oldest child of
David J. and Susan M. Dean.

Functal on Saturday, 13th inst., at 2 o'clock p. m., from the
residence of his parents, No. 313 East One-hundred-andtwenty-fourth-st.

resaction of ms parents, No. 313 East One-animarest-and-twenty-fourth-at.

DEVEAU-On Thursday, Jan. 11, John A. Deveau, in the 78th year of his are.

Relatives and friends are invited to attend the funeral from his Lide residence, Prospectat. New Rechelle, on Saturday, at 1 o'clock p.m. Carriages will be in waiting at the station on the arrival of the train leaving Grand Central Depot at 12 o'clock in. Returning trains at 2:30 and 6:03.

HUTCHINGS-At Newark, N. J., Jac. 11, 1877, after a short illness of peritonitis, Chas. W. L., son of Kev. Samuel and Elizabeth Colt Hutchings, aged 23 years.

Finneral services on Sunday, Jan. 14, at 3p. m., in Central Moth. Charch, Market-at., Newark, Interment at Mr. Pleasant Centery. Train from foot of Liberty-st., New York, at 2p. m., returning at d.

NAPP-On Thursday, Jan. 11, of scarlet fever, John Knox.

KNAPP—OR TRUSSAY, As, and Georgia N. Knapp, aged 5 years, 18 days.

Funeral services at the residence of his father, in Peckskill, on Saturday, the 18th inst., at 10 clock p. m.

MATARAN—On Thursday, Jan. 11, 1877, A. Materan, aced 64 years.

The relatives and friends of the family are respectfully invited to attend the funeral on Monday, the 18th inst., from the Church Vincent de Paul, West Twenty thirdes, at 10 webselve, m. KNAPP-On Thursday, Jan. 11, of scarlet fever, John Knor Knapp, son of Sanford R. and Georgia N. Knapp, aged 5

o'clock a.m.

MEREDITH—At San Gabriel, California, on Saturday, Dec. 30, Joseph Dennie Meredith.

The numeral services will take place at Christ Church, Philadelphia, on Saturday, Jan. 13, at half-past 2 o'clock p. m.

REYNOLDS—On Dec. 30, 1376, at Hakersheld, Keon County, California, of typhoid rever, James Reynolds, agod 18 years, a native of New York City, James Reynolds, agod 18 years, a native of New York City, James Reynolds, agod 18 years, a native of New York City, James Reynolds, agod 18 years, a native of New York City, James Reynolds, agod 18 years, a native of New York City, James Reynolds, agod 18 years, a native of New York City, James Reynolds, product a god 18 years, a native of New York City, James Reynolds, home at the gage of 14.

RYER—On Thursday, Jan. 11, Kate Randolph, youngest daughter of Lauretia and the late Randolph Ryer.

The relatives and friends of the family are invited to attend the functal services at the residence of her mother, No. 279 West Thirty, second st., on Saturday, 13th Inst., at 11 o'clock a.m., without further invitation.

TRACY—Sudgenty of heart disease, on Friday morning, Jan.

TRACY-Suddenly of heart disease, on Friday morning, Jan. 12, 1877, Richard. widow of Geo. H. Tracy of this city, in the 61st year of her age.
Funeral from St. Ignating Church, Fortiethal, between Fifth and Sixthawkes, on Monday, Jan. 15, 21 10,32 a.m.

Special Notices.

A Cough, Cold, or Sore Thront requires immediate atten tion, as neglect oftentimes results in some incurable Lung Disease, "BROWN'S BRONCHIAL TROUBES" will almost

invariably give relief. Bill Heads, Circulars, Programmes, Business Cards, and PRINTING of all sines, neatly and cheaply done, at HOLMAN'S, corner Centre and White-sta Graduated Chest and Lung Protectors are the best undergar-ments for accurring sound longs, health and comfort, sold every, where. Matled, \$2. Isaac A. Singer, manufacturer, 704 B'way.

In the W. A. Mills & Co.'s (Croton Browery) advertisement which appeared Jan. 8 in our columns, the following errors occurred: In the figures denoting the boiling column, 24 should read 34, and the address should be 55, 57, and 59 thrystie-st., instead of 33, 37, and 39. Patents, Trademorks, &cc., secured in the United States and Bernish countries by ARTHUR V. BRIDSEN'S PATENT AGENCY, 258 Brightay, Now-York Dest references Send for book of metantion.

Post-Office Notice.—The foreign mails for the week ending SATURDAY, Jun. 13, 1877, will clines at this effice on WED. NESDAY at 10 a.m., for Karope, by steamship Partila, ris Queenglown: on SATURDAY at 11 a.m., for Karope hysteamship City of Richmond, via Queenstown (correspondence for France, Germany, sm! Scotland, and to be forwarded by this steamer must be specially geldersed); and at 11 a.m., for Scotland direct, by steamship Anchoria, via (Resgon, and at 11:30 a.m., for Germany, de., by steamship Hermann, via Scotlameton and Bremen (correspondence for Great Britain and France to be forwarded by this steamer gos, and at 1:30 a.m., for Gernany, &c., by stramship Hen-mann, via Southamnton and Bremen (correspondence for Great Britain and France to be forwarded by this steamen must be specially addressed; and at 12 m. for France direct, by steamship Amerique, via Havre. The steamships Idana, Partia, and City of titchmond will not take mails for ben-mark, sweden, and Norway. The mails for the West in-dies, via Hermida and St. Thomas will leave Not Arva Jan. 18. The mails for China and Japan will leave San Francisco Jan. 16. The meils for Austraina, &c., will leave San Francisco O Jan. 31.